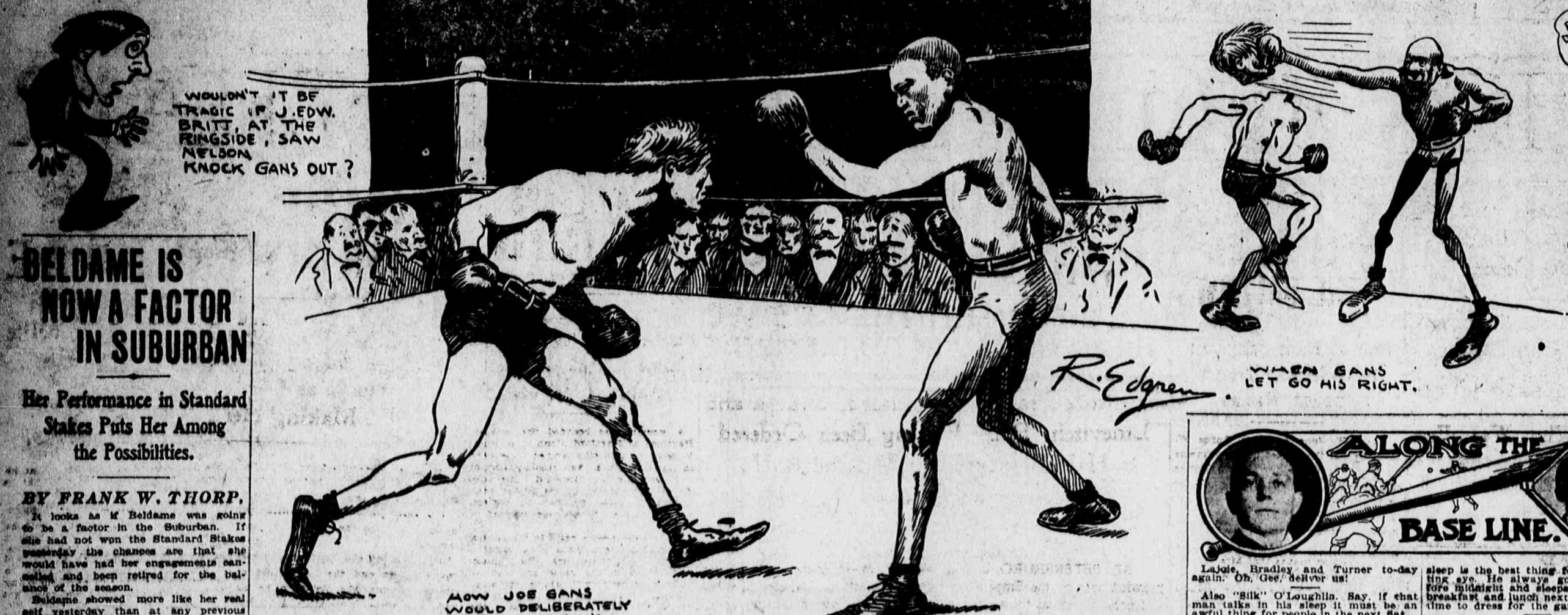


UP TO DATE

SPORTING NEWS AND COMMENT

EDITED BY ROBERT EDGREN.

FUR WOULD FLY SHOULD NELSON AND GANS MEET.



BELDAME IS NOW A FACTOR IN SUBURBAN

Her Performance in Standard Stakes Puts Her Among the Possibilities.

BY FRANK W. THORP.

It looks as if Beldame was going to be a factor in the Suburban. If she had not won the Standard Stakes yesterday the chances are that she would have had her engagements canceled and been retired for the balance of the season.

Beldame showed more like her real self yesterday than at any previous time of this season. She waited on Caligorus, and was just romping alongside of the colt for the first mile. Then she went to the front and had to be ridden hard for a sixteen. But she was game, and at the end she had something to prove.

Beldame likes to run in front, but yesterday she was placed. If she had been sent to the front she would probably have won.

The time of the race, 1:47, was very good, considering the condition of the track.

The reinstatement of Hildebrand will not be with the trackmen, but he has moved closely to his old home in Bensenville on May 25, for which he was suspended.

The stowards of the course were right in suspending Hildebrand, and they did not do it on a small technicality, but after a day or two of saving days.

Hildebrand is under contract to Harry E. Whitney, who is the power behind the scenes, and he is half owner in stock in the Westchester Jockey Club. He is in fact the heaviest stockholder.

Whether young Mr. Whitney's influence was instrumental in Hildebrand's return is not known, but it is a fact that it doubtless helped.

And if such was the case, then it would seem that all a jockey needs is an employee of wealth and influence and he may do as he pleases.

Whether Hildebrand is reinstated or not, the fact still remains that his fate on Beldame will be the same as that often seen in some time, and we will have to work energetically to restore himself to public favor.

Jockeys are changing the public's mind, and the public will demand that racing be kept upon a high plane, and not be permitted to sink to the low level of meanness and sharp practice which has been in last season. That the jockeys recognize this fact is shown by the quick suspension of Hildebrand and by inquiries into other cases where a jockey has been suspended, which may not much to cause a detection of the public, especially at the time of commission now charged.

LITTLE TIM'S KICK ABOUT FRANCHISES

The Alderman Raises Some Objections Before Board of Estimate.

All the routes approved by the Rapid Transit Commission, including those next to the Board of Aldermen before the passage of the Elbers bill, were before the Board of Estimate to-day under the law which provides that the Board shall name a day for the consideration of applications for franchises not more than ten days from the time of their presentation.

The Board named June 14 for the formal hearing on all the routes.

That emphasized the attitude of the aldermen. It enclosed in a three-line letter from M. W. Raynes, signing as District Messenger Company, took the form of a resolution, giving to the Messenger Company a permit to lay conduit, etc., to convey and supply water to the city, "for which price the company will pay to the city a sum equal to one per cent per linear foot occupied under such permit."

"I don't know and I can't find out," replied Mr. Grout; "and therefore I have prepared a resolution that in future no applications for franchises made to this board be presented in the form of a petition."

The motion was adopted, every one voting "aye" except Sullivan, who declined to vote, and then Mr. Grout suggested that the indefinite application be filed.

"I object," said Mr. Sullivan, "to the fact that the application be received as the other applications have been. If you are holding no franchise, just as the like charges were made against the Board of Aldermen."

"No one who reads the wording of the resolution can hold it," retorted Mr. Grout; "even if there is a member of the Board of Aldermen on the Board."

Then the Comptroller spoke up, this time to the effect that:

"While this application be sent back to the mayor with a notice of the reason why we have just adopted."

—G. C. M., American League.

TRAINING GALLOPS ON TWO LOCAL TRACKS

(Special to The Evening World.)

SHEEPSHEAD BAY, June 9.—The clear weather, pleasant temperature and perfect track at Sheephead Bay this morning were quite tempting to the trainers, and the racers whose work day it was had no trouble in stepping over the ground in creditable time.

Among the workouts shown the following were the best:

JOSEPH WELCH—100 pounds up; one mile in 1:22. 1.36-4.18. 2:04. 1:45.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

CHARLES PATTERSON—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

DURKEE OF KENNETT—110 pounds up; one mile in 1:12. 1.34. 0.98-4.5. 1:08. 1:42.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.

JOHN COCHRANE—Driving, 1:44. 1:45. driving. Far from being steady, when he got into the lead he was in 1:17. 1:32.